HORSES AND HORSEMEN.

CAPTAIN BABCOCK PASSES AWAY AT CEDAR LAWN FARM.

Pamilico's Brilliant Campaign of 1893-Sale of Saginaw -Mr. Boylan's Collection of Thoroughbreds.

puring a recent that with Mr. E. Pomeroy, the Whithy farm trainer, he referred with pride to the career of Pamlico durtog the past year, when the bay son of Meander proved himself about the best race horse of the season, barring the phenomenal Directum 2005 1-4. Mr. W. P. stehelor purchased Pamtico from his breeder, C. D. Wescott, of Fairhaven, Verment, in the fall of 1887, for \$500. The colt was then two years old and had tarted in one race, a stake for colts of his age, and had saved his entrance money, and the day after the race the little aleigh, N. C. At that time Mr. Pomeroy enducted a public training stable there, d carly in 1888 Pamilco was placed in his hands. No regular work was given count of a curb, which was permanently

In the fall of his three-year-old form he colt was given a mark of 2:37, by Mr. someroy, over a slow half-mile track, is but little preparation, as he had served less than thirty days' regular ark previous to the performance. The chibition convinced Mr. Batchelor that had in the snugly built son of Meander, and the Daniel Lambert mare Birthay, the making of a very fast horse, and he determined to give him an opporunity to display his prowess. In the in the stud. Fimilico was shipped to the ate James H. Goldsmith. How he was ent by mistake to Hartford, where the loldstalth stable of campaigners was asman's farm at Washingtenville, N.Y., remains a farm at valuation with the fail of 1889, Familieo was started in five races and won two of them, the last one being a contest of seven heats, he winning the last one in 2.28 1-2, at that time considered an unusually noteworthy perfermance for a four-year-old. His campaign of 1890 was a very brilliant one; he deteated all the best horses of his class in Grand Circuit battles, cave the crack Prince Regent, he being fresh and keyed up for a battle royal, while a succession of charp contests had taken the keen edge rom Pamlico's speed. The serson of 1891 and 1892 he was kept in the sted at Mr. satchelor's home. In August of the lat-atter year, a half and controlling interest the stallion was sold to E. D. Spurr, Lexington, Ky., for \$10,000. The season 1866 was prolific in furnishing supreme-grent contests on the trotting turf, but ne campaign of Pamilico was one of urpassing merit and brilliancy. Starting irteen times he won eight first money, and got a place in each of the other tarts save one, reducing his record from starts save one, reducing his record from 246 3-4 to 2:10 1-2. He was timed sepa-rately in a race won by Directum, at Lexington, in 2:08 3-4 and at Terra Haute the troated the third quarter of a second heat in thirty seconds. While Familico was battling against

litans of the turf, and ably holding his own, his diminutive three-year-old son, little Tobe, out of an Indian pony for a iam, took a race record of 2:29 1-2 at Haleigh over the same track that his sire got a mark of 2:37 on, five years revious. If memory serves me correctly, amilico will be the only stallion with a producing sire in the forthcoming The late Capt. A. G. Babcock cherished a

trong fancy for high-bred horses, and for years past had been a breeder of troting stock. He bred and owned the bay stallion Fauquier, by Hetzel's Hambletonian. He at one time owned Grace Dar-ling (by Jonesboro out of Ninette, by Revenue), dam of the noted race-horse Diablo, the suburban winner of 1863. While in his possession, the daughter of Jonesboro was bred to the trotting sire Hetzel's Hambletonian, and produced a bay filly also known as Grace Darling, that is still owned at Cedar Lawn. Grace Darling, the younger, was bred during successive years to Sam Purdy, 2:2014, Omar Pasha, son of Sultan, Nutwith, 2:20% etc. In addition to these, Capt. 2:29% etc. In addition to these, Capt. Babcock bred and owned a number of other horses well known here by Hetzel's Hambletonian, Elysian Abdallah, Willis, son of Jay Bird, etc. Capt. Babcock amassed a compentency in commercial pursuits, and since 1890 had led a retired life at the form backers been formed. life at his farm, having been forced to give up business on account of ill health. He was the architect of his own fortune, a man of great energy, and the highest integrity, whose word was as good as his bond. His deeds of charity were nu-

merous and thoroughly unostentatious, Capt. Babcock was in the sixty-ninth year of his age. He was well-known and counted his friends by the hundreds. There are many who will recall pleasant hours spent at Cedar Lawn strolling through the stables and well-kept paddocks, Capt. Babcock's death creates feelings of deep sorrow. Sweet be his sleep.

The Bennett Brothers, of this city, have The Bennett Brothers, of this city, have sold to parties here the bay gelding Saginaw, foaled 1832, by Sphinx, 2:20% dam Medalia, by Alecto, grandam Helen Medlum, by Happy Medium, and she out of Helen McGregor, dam of the producing sire, Almont Rattler. Saginaw was purchased at the Harbison sale, held here last fall, by S. B. Nelson, who sold him to the Bennetts. He is a well-formed, handsome youngster, and is looked upon as quite a prospect for a trotter, as when little more than broken in his yearling little more than broken in his yearling form he trotted quarters in 45 seconds. Saginaw has been sent to North Bend mock-farm and placed in the training stable of William Hewitt, who will handle

im during the coming season.

The bay mare Queen Nutwood, that The bay mare Queen Nutwood, that took a record of 2:241-4 at the State Fair meeting here last fall, driven by Joseph Staton, has changed hands. Dr. J. W. Madera, of Lexington, Ky., has disposed of her to Eben Clark, Alientown, Penn. The first racing known to have taken place on this continent was between the colonists of Rhode Island and Virginia, with the famous pacers of those days, long antedating the age of newspapers. An instance of transmitting large size An instance of transmitting large size and peculiarities of hair growth is conspicaous in the mare Oregon Beauty. She weighed 1,200 pounds, her mane was hine feel, and her tail eleven feet long. Her son, Oregon Wonder, weighs 1,450 pounds, his mane is sixteen feet, and his tail twenty feet in length. The third his tail twenty feet in length. The third is Montezuma, and is now in California. He is four years old, weighs 1,500 pounds, and has a mane five feet long, and a tail seven. All of these are light chestnut, with manes and tails as white as hair ever gets to be. So far as any one knows, these animals are of Clydesdale, Cansdian, and Morgan blood.

A prominent New York dealer in horses is quoted as follows: "The harkney is evidently the horse of the future for the American driving public. People in this city to-day demand a level-headed, well-made, short-coupled, even-tempered ani-

Aberican driving funds. People in this city to-day demand a level-headed, well-made, short-coupled, even-tempered animal, with great style and action, and, what is better, they are both able and willing to pay long prices for such horses. I have seen it time and again recently in my own business, where the trotting-bred horse would not bring \$150, a good cob-as such horses with hackney conformation are called in the trade-would bring \$200 or \$600. I do not think that the late-bred hackney is the best for this market; while he will go, and go all day at an amazing rate, say twelve or four-leen miles an hour, most of them are not the quality desired by the American public, Quality is one of the most essential properties of a horse nowadays in order to have him sell well. If the eye is not pleased both by the conformation and the action, the ordinary purchaser to-day does not want the animal."

The stud companion of Ariop, 2:372-4,

the renowned son of Electioneer and Ma-nette, by Nutwood, is Vatican, 2:291-4, by Belmont, out of Vara, by Rysdyk's Hambletonian. The pair are at the Forbes farm, in Massachusetts, where that other great light of the trottinghorse world, Nancy Hanks, 2:04, is also

Vatican is fifteen years old. He has to his credit Belle Vara, 2:083-4, Vassar, 2:213-4, trotting, and 2:113-4 pacing, and eight others in the 2:30 list. Vatican's full brother, Woodburn Hambietonian. is owned and kept at Grantland Farm, near Richmond, Va. He is twenty years old, and is represented in the 2:39 list by Zilla B., 2:39, and Branchwood, with a pacing record of 2:25. Vatican has passed his life in the Blue Grass region of Kentucky until recently, where trotting mares abound, though it is said his opportunities were none too good till the last few years. Woodburn Hambletonian was purchased by Mr. Jones Norwood, at Woodburn Farm, in 1875, when a yearing, and taken to Hillsboro, N. C., where his eyes became sightless. Since then the horse has been knocked about from pillar to post. All of his life he has been handicapped by misfertune, though individually grand and richly bred. Belmont was, in his day, the greatest living sire, while the blind stallich's dam threw a producer of rare merit in Eventide, dam of the mighty race stallion Kremlin, 2:07.3-4, Erin, 2:24.3-4, and others. Quite a handsome cut, in colors, neatly

Quite a handsome cut, in colors, heatly framed, of the trotting stallien Alcandre, has been received at this office through Mr. Thomas M. Hiltzhimer, of this city, from the owner of the horse, Mr. W. R. Janvier, of New York city. Alcandre himself holds a race record of 2:261-4, and a trial of 2:191-2, over a half-mile track. He is by the dead Alcyone, sire of a great line of brilliant turf performers, while his dam was the well-known ers, while his dam was the well-known American clay mare Lady Carr, dam of Ambassador, 2:211-4, sire of thirty-seven in the 2:30 list, Mary S., 2:28, and others. The hardsome black stallion inherits to a marked degree the matchless form and finish which so characterized his the Maysville (Ky.) Trotting Association track in 1889. He was then owned by James W. Fitzgerald, who sold him to Mr. Janvier. I was much attracted by the black son of Alcyone, and with the opportunities accorded him by his present owner, he should prove a sire of positive

A well-posted student of the breeding problem and an enthusiastic admirer of the thoroughbred horse is Mr. James Eoylan, of Raieigh, N. C. Neatly bound volumes of the American Stud Book, turf guides and kindred works occupy con-spicuous places in his library. Mr. Boylan owns a few well bred mares and mates them each season with approved stallions St. Oiga is a large, handsome, chest-nut mare, foaled 1889, by imported St. Blaise, dam Olltipa, by imported Learnington. She was bred in 1883 to Eolus and is heavy in foal to that great sire of race horses. The pro-spective foal should prove valuable in time to come, both as a turf performer and producer. Passa Rega, also a chest-nut, but one year older and smaller in size, though possessing equally as much finish as St. Oiga, was bred in 1893 to imported Charaxus, and is heavy in foal to that well-known sire, who has to his credit such good performers as Charade, Hammie, Ma Belle, and others. Contenta, a buy, foaled ISSS by John Hajpy, out of Firanza, by Virgi, was bred in 1893 to Charaxus, and the prospective fall will be bred right either for the stud or turt. Jennie McCarthy, a chestrut mare, fouled 1886, by Duke of Magenta, out of imperted Genista, by King Tom, dropped bay filly in 1893 by Eolus, and was bred to Eon, a high-class race horse and many times a winner, by Eolus out of the famous producer War Song, by War Dance A chesnut coit, foaled 1822, by Argyle, out of Jenni's McCarthy, a bey coit of a like age, out of Contenta, by the same sire, and a brown yearling filly, by Eolus, out of Jennie McCarthy, complete the collection. the collection.

The Daily American and Mercury has the following to say about what is con-sidered the exhorbitant fee demand by Gen. Jackson and Mr. Craker for the service of Iroquois, albeit the great son of imp. Leamington and Maggie B. B. is

outside mares at the tremendous fee of \$2,500, with no return privilege. No sire in England stands at that fee, and the syndicate which, headed by the late unsyndicate which, headed by the late unfortunate Hume Webster, was at one time trying to get Ormonde back to England, placed his fee at 300 guinens. Until last year, when W. E. S. Gardner, of the Avondale Stud, bought imp. Quicklime, no outside services to Iroquois could be had, for Gardner had leased them all. It is an odd commentary on luck that these ten subscriptions, if all taken, would just amount to this purchase price. It is possibly open to doubt whether such a fee is advisable, since its magnitude will fee is advisable, since its magnitude will keep many a mare away from Belle Meade, whose blood would nick well with the horse's. Ultimately, therefore, the high tariff may be detrimental, as being liable to impair froquois' standing among the winning sires.

An effort is being made to again train

An effort is being made to again train the famous old gelding Freeland. He is now fourteen years old, and is by Longfellow, out of Belle Knight. He was the greatest race-horse of his day, and in 18:5 three times defeated the grand mare Miss Woodford, who was at that time the queen of the running turf. BROAD ROCK.

Police Court,

Although Friday was Lee's birthday the wicked still continued their evil ways, and as a consequence the clutches of gentle John's blue coated, bress buttoned representatives of peace and order fell upon more than one offender. They all thad excellent execuses, however.

Celam Lightfoot (colored) was given sixty days in default of \$100, for stealing one barrel of saind, the property of

of saind, the property of Frank Holzgrove.

The continued case of Ben Timberlake (colored), charged with shooting Henry Eacho with a pistol, was continued till the 25th on account of the absence of

George Hagan, the fellow who relieved J. F. Barber of his overcoat, was given thirty days in default of \$100 security. Earnest Mims (colored), vas given sixty days in default of \$100 security, for stealing a chicken.

Mollie Edwards was sent to the grand jury for assaulting Paul St. Clair with a bottle.

Charity and Jemperance.

At a meeting of the Beneficial Temperance Union held on Taursday night, at officers were elected for the ensuing term; President, E. T. Jenkins; Vice-President, Miss Bessie McCartney; Secre-Fresident, Miss Bessie McCartney; Secretary — Roberts; Financial Secretary, E. J. Newcomb; Treasurer, Mrs. M. A. Williams; Chaplain, John McCartney; Conductor, Miss Mamic Martin; Inside Guard, Miss Belle Toomey; Sentinel, Charles McCartney; Lodge Deputy, Mr. David Lysbon.

David Lyshon.

The lodge is only a few weeks old and has a large membership; its objects are charity and temperance.

State of Ohio, City of Toledo, Lucas county—ss.:
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FRANK J. CHENEY

Sworn to before me and subscribed in presence, this 6th day of December, A. D. 1886.

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ALL READY FOR BATTLE.

A FISIT TO CORBETT AND MITCHELL AT THE TRAINING QUARTERS.

How the Two Gladiators Sweat and Toll a Their Training and How Their Leisure Hours are Passed.

JACKSONVILLE, FLA., Jan. 18 .- Now that the Duval Athletic Club has issued its authoritative statement giving the legal and other reasons why the Corbett-Mitchell fight is sure to come off in this city, on January 25, 1894, public interest in sporting circles centres afresh in every-thing which pertains to the fight or has

a direct or indirect bearing upon it.
Corbett has been training at Mayport since December 15th., and Mitchell on Anstasia island, near St. Augustine, since December 30th. Corbett, on account of the warm weather, which marked the first three weeks of his residence at May-port, has been afraid of getting over-trained and "stale"—as the ring pro-fessionals term it—which is only another word for languid or worn out. Violent physical exercise is, of course, more apt



GETTING SALT WATER FOR CORBETT'S BATH. to lead to this condition here than in a more bracing winter climate. Mitchell, on Anastasia Island, has not felt any bud effects of the warm weather, the tempera-ture averaging much lower there than at the mouth of the St. John's river, and the ocean breezes being more constant and invigorating. So the English champion has been in constant training, while Cor-bett has not infrequently taken a day off.

to make the most money out of the thing that it is possible to make.

"For two or three years past," said mrs. Corbett to me to day, "we have had regularly a sort of certerence for an exchange of ideas and information at least the fore three a weak, We call them "caping" for the children of Irish parents.

constant companions when out of doors, and they always uccompany him during his runs on the beach.

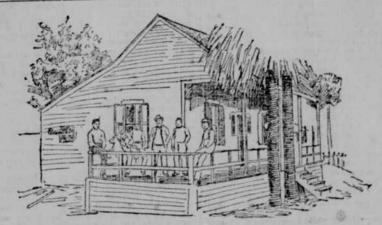
Charley Mitchell's training party on Anastasia Island has ladies in it—as Corbett's has at Mayport. A comely German woman, named Sense, who, with her husband, cooks for "Doc" Robinson, in Philadelphia, is the only female about the premises. With the English champion and his manager, Billy Thompson, and Jack Fogarty. Jim Converse, Jim Hali, Steve O'Donnell, Harry Darrios, the sprinter, Bat Masterson, of Denver, and one or two men of lesser puglistic fame, who assist in the training. The quarters consist of two cottages and a work-shop—the latter a regular store with show windows which have been carefully curtained. The "living" cottage of the party is built on the side of a hill, the basement containing the kitchen, etc., and in two upper stories the dining-room, smoktwo upper stories the dining-room, smokoom, card-room, sleeping apartments, All the houses front on the ocean on the east sac of the saint, and the surf is only about a hundred yards away. This island is eighteen miles long and less than a mile wide at any point, its thern end being directly east of old northern end being directly east of oid Fort Marion, on the upper outskirts of the ancient city of St. Augustine. It is beautifully wooded, and the shrubbery, with its beautiful crisp green foliage, is now at its best. Roses are in bloom in some of the cottage gardens, and the water of the Atlantic is so much warmer than the atmosphere just at present that the surf bathing is delighful. The training quarters are only twenty minutes' ing quarters are only twenty minutes' and his party frequently go there. The swimming pool in the Casino is a favorite resort for them, and they all like to watch the gay scenes which daily enliven watch the gay scenes which water watering place. watch the gay sceles which daily enliven this most famous winter watering place. Here on the lorgias of the Ponce de Leon, or in the court and gardens of the Aleazar and the Cordvo—the three Spanish Moresque hotel palaces built by Mr. H. M. Flagler, off New York—may every day he sees come of the most heautiful worn—

ous, Roses and rare tropical plants ossom everywhere and the odors are From a scene like this I followed sittlefely yesterday to the little ferry boat at the foot of King street, "Wouldn't you like," I asked him, as he took a seat on the capsill of the wharf, "to give up the life of a prelief and take up one of captivatingly delicious. life of a pugnist and take up one or fashlon?"

Newport and the Riviera inordinately en-

Corbett's affairs are managed most admirably. W. A. Brady looking after the dollar and cent's end of the business and William F. Delaney attending strictly to the physical training of the Californian—the main objects in view being to keep Corbett in the best condition possible and to make the most measy out of the thing.

four times a week. We call them 'cabinet unusual for the children of Irish parents, meetings,' and when an imperiant event. He has an expression with which he closes is pending, like the approaching fight, for



COBBETT AND PARTY ON PORCH OF TRAINING COTTAGE,

every twenty-four hours. You see, of I mean?"-and the habit has become a course, that there is too much at stake uxed one and a distinguishing characterof imp. Learnington and Maggie B. B. is the sire of such rare good performers as the sire of such rare good performers as the sire of such rare good performers as the cabinets meetings are always attended by Mr. Corbett himself, Mr. Brady and Mr. Delaney; sometimes the came to Fiorida. Mr. Brady and Mr. Delaney; sometimes the had no bluster or brag about him and vertised for the season of 1804 at the Belle Meade Stud, and is limited to ten outside measure of the cabinets are always attended by Mr. Corbett himself, Mr. Brady and Mr. Delaney; sometimes to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. Michell has been greatly misrepresented to the American public, or else he is a changed man since he came to Fiorida. visers don't always agree in every particu-lar about the policy to be pursued, but they thoroughly discuss everything and always come to a perfect understanding before they separate. Brady is a good business man and he was once a newsbusiness man and he was care a news-paper man, which will easily account for the fact that his judgement is always un-failing as to what effect this or that thing will have on the public and how it will affect Jim's interests. I attribute very much of my husband's success to the good judgment and the loyalty of those about him and in his confidence, and every day impresses me more and more with the absolute necessity for the thorough organisolute necessity for the thorough organization which we maintain, Should 1 prefer to have my husband in some other business? Well, 1 can't say as to that. Perhaps he might not make such a success of anything else. 1 doubt very much if he would-now, at any rate. But 1 believe that whatever is worth doing at all is worth doing well, and there is surely nothing dishonorable about the business of a professional boxer. Some men are born to preach, others to act; some to make statues and paintings, others to make bread or shoes; some to sing, others to box. I guess Jim was born to be a boxer, and he is simply working out his destiny most admirably.

Corbett says that his trainer, Delaney, who has also seconded him in all his principal matches, has been largely in principal matches, has been largely instrumental in making a boxer of him. Delaney is a fine specimen of manhood, a pleasant talker, and a jolly good fellow, as well as a good trainer. He is comparatively a young man, but he has a long record as a coacher and a trainer. He has trained Young Mitchell. Tom Cleary, Jack Brady, Clarence Whistler, Herbert Slade, Mike Cleary, "Buffalo" Cos-

course, that there is too much at the course, the whom he has come in contact. He expresses perfect confidence in his ability to



CASINO AT ST. AUGUSTINE.

win this fight, and when one sees him at his work the champion's confidence in himself does not appear to be misplaced. I saw his bare back and shoulders for the first time to-day. They give him, in my opinion, a big advantage over Corbett in the matter of hard hitting and endurance. Mitchell measures 44 1-2 inches around the chest, while Corbett's size is only 42 1-2; and the width of Mitchell's shoulders is 28, while Corbett's is only 24. But Corbett has 4 3-4 inches the advantage of Mitchell in height, and his "reach" is 34-with only 20 inches to the credit of Mitchell. The English champion has never yet been defeated in the ring, but he has yet to knock a good man in front of hima feat which Corbett has performed sever-al times outside of his victory over Sulli-

So it is very difficult to pick a winner in this fight. There is not much difference in their "public form," and the records of both men show very fine fights to a finish with good men in which either was declared the winner. The place where this, the greatest pu-



PORCH OF MITCHELL'S COTTAGE SHOWING MITCHELL ON THE BIGHT,

Smith, Charley Turner, and Corbett's manner of life at Mayport is George Hammil.

Corbett's manner of life at Mayport is very simple. He exercises with the dumbbells before breakfast, and after that fills up most of the time until the luncheon hour—lo'clock—with hitting the bag, running on the beach, wrestling and boxing with one or another of his trainers. After luncheon he always plays at handball—sometimes for two or three hours—and after dinner, at night, a game of billiards or pool is indulged in.

The party consists, at present, of fourteen people, and they occupy four cottages, all fronting directly on the beach, and only a stone's throw from the surf.

Corbett will probably fight at 183 or 181. A curious thing about his training is that he sometimes gains flesh slightly for a day or two while undergoing it. But he loses it again and more too, as long as the system of exercise is kept up regularly. George Hammil.

gilistic battle of the country, is to take place, is one and a half miles east of the court-house in this city. The outside dimensions of the building are 256 by 156 feet. The main floor is 120 by 76 feet, and is suported by 136 brick pillars, and very powerful floor timbers. The ring, raised from the centre of the main floor three feet and eight inches, is in size twenty-four by twenty-four feet. All around it on the level floor, are boxes, from which the spectators will look up at the fighters; they are 208 in number and they will seat 1,238 people. Back of them, stopping upward to a height of twenty-four feet, are the raised seats, arranged like those in a circus tent, and these will seat 11,000 people. So the full seating capacity, outside of the north and south galleries, which will be reserved for colored people, is 12,238.

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These Engines and Boilers are new,
of our standard designs, that are wellknown.
We clso offer a lot of We also offer a lot of PULLEYS. CRANKS, SHAFTS, etc., rough and finished. Any of these can be bought

Richmon! Locomotive & Machine Work

ESTABLISHE 1845. J. W. FERGUSSON & SON, PRINTERS. 4. 6, and 8 M. Fourteenth Street.

SATISFACTION GUARANTEED. GIVE US A TRIAL. WE MAKE A SPECIALTY OF FINE WEDDING STATIONERY. dem fr.su.tu-im BAILROAD?

Chesapeake and Onio Railway

EFFECTIVE JANUARY 14, 1804. TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.
8:49 A. M., Daily, with Puliman for local stations, Newport News,
Old Point, Norfolk, and Ports-

3:00 P. M., Daily, with Parlor Car, for lo-cal stations, Newport News, Old Point, Norfolk, and Ports-

Old Point, Norfolk, and Portsmouth.

7:45 A. M., Local train, except Sunday, for Clifton Forge. Connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton fork Winchester.

2:90 P. M., The Cincinnati and St. Louis Limited daily, with Parlor-Carto Gordonsville and Puiman Sicepers Gordonsville to Cincinnati and St. Louis, Stops only at important stations.

5:30 P. M., Local train, except Sunday, accommodation for Charlottes-

accommodation for Charlottesville.

10:00 P. M., Daily for Cincinnati, with Pullman to Hinton and Gordonsville to Cincinnati and Louisville. Dining-Car Washington to Cincinnati. Connects at Covington (Va.) for Virgiria Hot Springs daily.

TRAINS LEAVE EIGHTH-STREET STATION.

9:00 A. M., Pally, with Palace-Car, for Lynchhurg, Lexington, Va., and Clifton Forge. Connects (except Sunday) for Arvonia.

4:20 P. M., Except Sunday, Local accommodation for Columbia, Va., TRAINS ARRIVE AT RICHMOND.

8:29 A. M., Daily from Cincinnati. And Louisville.

1:30 P. M., Daily from Cincinnati and Louisville.

6:50 P. M., Daily from Norfolk and Old Point.

7:45 P. M., Except Sunday from Clifton

7:45 P. M., Except Sunday from Clifton TRAINS FORE. EIGHTH-STREET STATION.
8:45 A. M., Except Sunday from Colum-

6:00 P. M., Dally from Lynchburg and Clifton Forge, JOHN D. POTTS, Division Passenger Agent.



RICHMOND AND DANVILLE RAILROAD COMPANY:
SHORTEST AND QUA REST ROUTE
SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT DEC. 31, 1833.
LEAVE RICHMOND:
TRAIN No. 37, 12:50 A. M.
SOUTHERN EXPRESS, daily for Dansetts at Danville with the Washington and Southwestern Vestibuled Limited; carrying sleepers to Asheville and Hot Springs. Columbia, Augusta, Savannah, Jacksonville, and Tampa; Atlanta. Birmingnam, Memphis, Shreveport, and New Orleans. At New Orleans and Memphis connections are made for all points in Texas and California. Sleepers Richmond, Va., to Danville and Greensboro.

TRAIN No. 35, 12:40 P. M.
TRAIN No. 35, 12:40 P. M.

PAST MAIL, daily for all points South and Southwest. Connects at Moseley with Farmville and Powhatan railroad; Keysville for Clarksville, Oxford, and Carries sleepers Danville to Columbia, augusta, Savannah, Jacksonville, and dianta Parior Car Atlanta to Birming-

ham. TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily example of the strain No. 61, 5:50 A. M., daily except Sunday, carrying passenger coach to Amelia Courthouse. Stops at all stations. Arrives Manchester 4:45 P. M.

ARRIVE AT RICHMOND.

Train No. 38, 7:00 A. M.; No. 36, 1:25 P. M.; No. 15, 8:45 A. M.; Manchester, 4:45 P. M.

YORK RIVER LINE VIA WEST POINT

with stage for Walkerton; also connects with Baltimore steamer at West Point daily except Sunday.

EAMERS LEAVE BALTIMORE 4 P.M.

POR WEST POINT, daily except Sunday, theace by Richmond and Danille railroad to Richmond, arriving at 10:30 A. M. and 8:35 P. M.

TRAIN No. 44, 7:35 A. M.

OCAL MIXED, daily except Sunday; leaves Twenty-third-street station for West Point and intermediate points.

tion for vest random foot of Virginia Ticket office at station foot of Virginia street; open 8:00 A. M. to 6:00 P. M. and 10:40 A. M. and 8:35 P. M.
City ticket office, 901 Main street.
SOL. HAAS, W. A. TURK,
Traffic Manager.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent,
JNO. M. BEALL, Travl. Pass, Agent.
919 Main street, Richmond, Va.

TLANTIC COAST LINE. A RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE.
Commencing WEDNESDAY, January 10, 1894, at 2:00 P. M., trains on this road will run as follows:

TRAINS SOUTHWARD. No. Richmond. Petersb'rg
45- 9-90 A. M. 9-31 A. M. Norfolk Special.
23- *8-25 A. M. 9-15 A. M. Through Train.
43- *12-55 P. M. 1:33 P. M. Accommoda'n.
27- *3-10 P. M. 2-343 P. M. Atlanta Special.
51- *5-20 P. M. 6-15 P. M. Norfolk Train.
47-35 P. M. 8:10 P. M. Fast Express.
47- *11-50 P. M. 12:35 A. M. Accommoda'n. TRAINS NORTHWARD.

No. Petersburg Richmond
14 *2:43 A. M. 2:49 A. M. Fast Mall.
32 *7:39 A. M. 8:29 A. M. Accommoda'n.
34 *19:05 A. M. 19:50 A. M. Norfolk Train.
134 *11:07 A. M. 11:45 A. M. Atlanta Special.
38 *6:45 P. M. 7:39 P. M. N. & W. Con'n.
58 *6:29 P. M. 7:59 P. M. Through Train.
46 *6:29 P. M. 7:59 P. M. Norfolk Special.

STOPPING PLACES. STOPPING PLACES.

Nos. 14, 46, 45, 50, 500, and 501 make no stops. Nos. 27, and 131 stop at Belifield and Stoney Creek on signal. Nos. 23, 34, 28, 42, and 78 stop on signal at Manchester, Drewry's, Centralia, and Chester, Nos. 32, 51, and 37 will stop on signal at all stations.

Pullman Palace Buffet Sleeping-Cars on all through trains. On trains Nos. 37 and 32 sleeping-cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

NEW LINE TO ATLANTA, GA. Leave Richmond 3:19 P. M. daily; arriving Weldon 5:26 P. M., and at Atlanta 7:39 A. M. via S. A. L. Through sleepers Richmond to Atlanta.
In addition to the above,

THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestibule Pullman Cars only, leaves Richmond, south-bound, 0:30 P. M. daily except Sunday, and leaves Petersburg, north-bound, 7:32 A. M. daily except Monday. No extra fares charged on this train except regular Pullman. THE ONLY ALL-RAIL LINE TO NORFOLK.

Richmond. 5:39 A. M. Norfolk. 11:25 A. M. Richmond. 5:29 P. M. Norfolk. 8:45 P. M. Norfolk. 4:35 P. M. Richm'd. 19:50 A. M. Norfolk. 4:35 P. M. Richm'd. 7:50 P. M. The trains leaving Richmond at 9:90 A. M. and Norfolk at 4:35 P. M. are solid trains between these two points, and passengers go through without change of

sengers to the serving Richmond at 9:00 A.

Trains leaving Richmond at 9:00 A.

M. and H:50 P. M., and arriving at Richmond at 8:20 A. M. and 7:30 P. M., make close connections at Petersburg to and from Farmville, Lynchburg, and West.

R. M. SULLY.

Superintendent.

E. T. D. MYERS.

General Superintendent.

T. M. EMERSON, Traffic Manager.

RAILROADS.

PICH MON D. FREDERICKSBURG

LAND POTOMAC RAILROAD.—Schedule commencing JANUARY 19, 1894—
Eastern standard time.
7.89 A. M., Leaves Byrd-Street station daily except Sunday. Stops at Etha and local stations. Arrives at Washington at 1201 P. M.; Baltimore, 121 P. M.; Philadelphia, 2:37 P. M.; New York and Florida special. All Fullman vestibuled cars. Leaves Byrd-Street station daily except Monday. No extra charge other than usual Pullman fare.

12:00 M., Leaves Byrd-Street station daily except Monday. No extra charge other than usual Pullman fare.

12:00 M., Leaves Byrd-Street station daily. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Arrives at Washlington at 3:49 P. M.; Baitlianore, 5:23 P. M.; Philadelphia, 4:59 P. M.; Also connects at Washlington with the Congressional Limited (all Pullman Parlorcars and Pennsylvania reliconal dining-cars), leaving daily at 4:90 P. M., arriving Haltimore 4:54 P. M. and New York 9:08 P. M.

7:15 P. M., Leaves Byrd-Street station daily. Sieeper Richmond to New York and Washington to Philadelphia, 3:05 at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:33 A. M.; Philadelphia, 2:55 A. M.; New York, 6:53 A. M.

8:95 A. M., Arrives at Byrd-Street sta-fion Gally. Sleeper from New York, 8:050 at Widewater. Stops at Wellewater. Stops at Wellewater. Stops at Other Stations on Sundays. Arrives at Byrd-Street sta-fion Gally. Sleeper from New York, 8:050 at Widewater. Stops at Other Stations on Sundays. Arrives at Byrd-Street sta-fion Gally. Sleeper from New York, 8:050 at Widewater. Stops at Wellewater. Stops at Wellewater. Stops at Wellewater. Stops at Other Stations on Sundays. Arrives at Byrd-Street sta-fion Gally. Sleeper from New York, 8:050 at Widewater. Stops at Other Stations on Sundays.

Philadelphia, 2:15 A. M.; New York, 6:33 A. M.; New York, 6:33 A. M.

8:05 A. M., Arrives at Byrd-Street station cally. Sleeper from New York. Stops at Widewater, Brocke. Fredericksburg, Millions on Sundays. Leaves Washington at 4:00 A. M.

2:38 P. M., Arrives Byrd-Street station daily. Stops at Elba. Widewater, a Brooke. Fredericksburg, Milford, Doswell, Ashland, and Elbu. Leaves Washington at 10:57 A. M.

7:15 P. M., Arrives Byrd-Street station daily. Stops only at Fredericksburg, Milford, Doswell, Ashland, and Elbu. Leaves Washington at 10:57 A. M.

7:15 P. M., Arrives Byrd-Street station daily. Stops only at Fredericksburg, Milford, Doswell, and Ashland. Pullman cars from New York and Washington. Leaves Washington 3:16 P. M. Does not stop 9:29 P. M., New York and Florida special. All Pullman vestibuled cars. Arrives at Byrd-Street station daily except Sunday. No extra charge other than usual Pullman fare.

11:20 P. M., Arrives at Bryd-Street station daily except Sunday. Leaves Washington 7:10 P. M. Stops at Elba and local stations.

FREDERICKSBURG ACCOMMODA-

FREDERICKSBURG ACCOMMODA-DAILY EXCEPT SUNDAY. 4:00 P. M. Leaves Byrd-Street station; arriving Fredericksburg at 6:31 P. M.

8:38 A. M., Arrives at Byrd-Street sta-tion; leaves Fredericksburg 5:50 A. M. ASHLAND TRAINS, DAILY EXCEPT SUNDAY. 6:48 A. M., Leaves Elba; arrives at Ash-land at 7:39 A. M. 6:29 P. M., Leaves Elba; arrives at Ashland at 7:77 P. M.
6:45 A. M., Arrives at Elba; leave Ashland at 6:95 A. M.
6:04 P. M., Arrives at Elba; leave Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager,
E. T. D. MYERS,
General Superintendent.

SEABOARD AIR-LINE. SCHEDULE IN EFFECT SUNDAY, DECEMBER 3, 1833

Daily ex-S. A. I. | THE FAVORITE ROUTE TO BALTI| MORE, PHILADELPHIA, AND |
| NEW YORK. |
| LEAVE RICHMOND: |
| TRAIN No. 10, 3:20 P. M. |
| OCAL EXPRESS, daily. Stops at all stations. At Lestor Manor, connects with stage for Walkerton; also connects |
| Walkerton | Walkerton | Connects |
| Walkerton | Connects

D-Dinner. S-Supper.

No. 23 makes all local stops. Connects at Raleigh with Fiedmont Air-Line for Asieville, N. C., and all intermediate points on the Western North Carolina Railroad.

No. 27. "Vestibuled Limited Train." Buffer Sleepers, Bichmond to Atlanta Connects di rectly at Atlanta with W. & A. R. R. for Chattanooga, Nashville, and all points West. Connects with A. & W. F. B. fi. for Mobile, Montgomery, New Orleans, and all points Southwest. No extra charge on "Vestibuled Trains Applied Picture Picture No. ARRIVE RICHMOND.

No. '134-"Atlanta Special" "Vestibule
Limited Train"-11:15 A. M. daily.
No. 78-Mail and Express-5:39 P. M. daily
except Sunday.
For tickets, Pullman reservations, &c., apply at ticket office, Byrd-Street station; Richmond Transfer Comeany, 991 east Main street,
and company's office, 831 east Main street,
JOHN C. WINDER, L. T. MYERS.
JOHN C. WINDER, L. T. MYERS.
General Manager. General Supt.
O. V. SMI H.
Traffic Manager, Passenger Agent.
H. M. BOYKIN, City Passenger Agent.

N & W Norfolk Western R

SCHEDULE IN EFFECT NOV. 19, 1893. LEAVE RICHMOND (DAILY), BYRD-STREET STATION. 9:00 A. M., RICHMOND AND NOR-FOLK VESTIBULED LIMIT-ED. Arrive vorfok 1123 A. M. Stops only at Peters-burg, Waverly, and Suñoik. Second-class tickets not ac-cepted for passage on this

second-class thraces for train.

9:00 A. M., THE CHICAGO ENPRESS for Lynchburg, Rodnoke, Buefield, Pocanontas, Aenova, Columbus, and Chicago, Pulman Buffet Sieeper Roundoke to Columous without change. Also, for Fulaski, Bristol, Knoxville, Chattanooga, and intermediate points. Pulman Sieeper Radford to Chattanooga.

5:20 P. M., For Suttoik, Norfolk, and intermediate stations; arrives at Norfolk at 8:50 P. M.

11:50 P. M., For Roanoke, Radford, Pulaski, and Bristol. Connects at Roanoke 7:10 A. M. with Washington and Chattanooga Limited. Pulman Sieepers Roanoke to Memphis and New Orleans. Dining Car attached. Also for Bluefield and Pocahontas. Also for Rocky Mount and all stations on Winston-Salem division. Pulman Palace Sieeper between Richmond and Lynchburs. Berths ready for occupancy at 9:00 P. M. Also Pullman Sieeper Petersburg to Roanoke. Trains arrive Richmond from Lynch-

Trains arrive Richmond from Lynchburg and the West daily at 8:20 A. M. and 7:00 P. M.; from Norfolk and the East at 10:50 A. M., and VESTIBULED LIMITED 7:00 P. M.

District Passenger Agent.

General Passenger Agent.

General office, Roanoke, Va.

EMULSION COD-LIVER OIL WITH

HYPOPHOSPHITES OF LIME AND